Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland — Summer 2003

11th Annual MOC Micro Rally Slated for June 6-8,

The 11th Annual Micro Rally will take place from June 6th through the 8th at The Pit, a private campground behind TJ Cycle, 5270 SR 598, Huron County. Roger and Susan Schoenberger have done another great job of organizing this popular event on behalf of the club.

The cost of participation is cheap, but the fun quotient enormous. Arrivals on Friday will find a bean pot, coffee, tea, sodas and hot chocolate, but restaurants nearby can handle hardier appetites. We'll have a campfire to provide lighting for the usual lively conversation and there's a fishing pond if you feel a little angling coming on.

On Saturday we'll hold motorcycle field events such as: The Barrel Wrap, The Bagel Probe, the D-Cup and the ever popular Slow Race, followed by the Cheap Award Ceremony. After that we'll hold the regular meeting followed by a steak dinner (for those prepaid to Darwin McClellan before May 28th).

The dinner will include a hearty 12 ounce NY strip steak, cheese-scalloped potatoes, green beans, a roll and scrumptious cookies.

If you stay both nights and opt for the dinner, the cost is $22.00 per person. Saturday night plus dinner is $16.00. Camping only is $6.00 each night.

Now, even though the Schoenbergers have done a terrific job of organizing the rally, volunteers are needed to make the weekend a success. Please let Darwin McClellan know about your willingness to pitch in, or you can get more information about the Micro Rally, by calling him at 216-631-0851. Driving maps are available on the website, but the locations is East of Lodi, South of Norwalk, Northwest of Ashland and Mansfield. Find SR 224 and look for its intersection with SR 598, then go South of 598.

Don't forget to pick off a Bicentennial Barn or World Capital on the way for MOCal points! ■

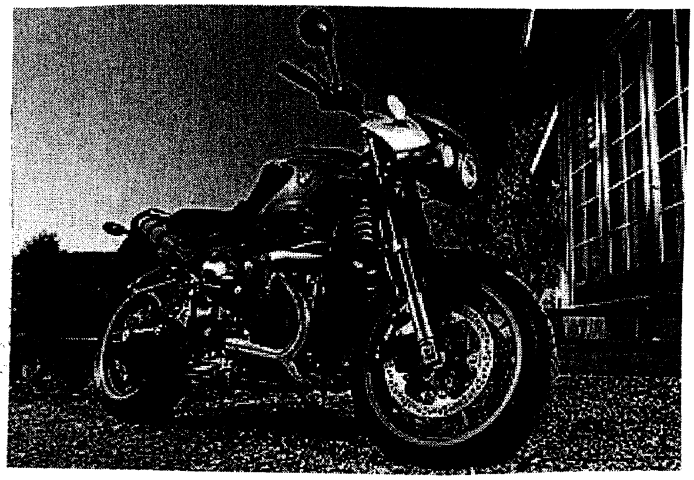
New Models Bring Excitement to BMW in the New Millenium

New models from BMW continue to bring excitement to fans and future owners. Many of us saw the Rockster, R1150R at the Cycle World show at the IX Center last February and, say what you will about the color and paint scheme, it does ROCK!

A comparison of 'naked' bikes in the June issue of Cycle World ranked it eighth out of nine, beating out only the Moto Guzzi V11 Ballabio (for the hillclimb recently won by M-G) among all the new models in that catagory. It did get kind words from the usually circumspect reviewers, and I quote,

"This one's another great bike that charts its own course, let down a bit by a non-current power-to-weight ratio, and it's a bike that reminds us how relative all this stuff is to the ability of the rider. If you're a mid-level guy (or gal) without a racing pedigree..., the Beemer's Telelever/Paralever and bottom up power delivery will make you a smoother, better rider and you might find yourself inexplicably attached to packs you couldn't hang with before."

It has the R1100S suspension and is kicked up in the rear to give the front wheel more adhesion. Throttle response is said to be improved due to it being the first oilhead with twin plugs standard.



The new BMW R1150R Rockster

You'll pay about $11K for this 509 pound road burner that will get you to 60 in 3.7 seconds while grasping those heated hand grips and excellent chassis. Whose going to be the lucky club member to get the first one? ■

Contents

The Ralph Report 2
President Ralph Crider comments.

Capt. Darwin's Rev-olution 3
Darwin prods us to get out and ride.

Ramblin' with Rose 4
Questions and answers with the Venus spin.

Six Men fromVerona 5
Easter trip gets fogged out.

Off Camber=Off Kilter 6
When the road turns nasty...

Ed's Big Adventure 7
More changes to 'retirement' bike.

Hot Weather Riding 8
Keeping you and your machine cool.

Trenton Revisited 9
The Kiltmeister speaks from the fringe.

Good Painter Located 10
Good and cheap is hard to find.

Avoiding Tickets in Ohio 10
Knowledge is power.

MOCal Program Update 11
How is it being received?

Calendar of Events 12

Member Snapshot 14
Dominic Cioffi tells all.

In Memoriam, George Roeder 15
Ohio racer, dealer, mentor remembered.

Corner Market 16
Good stuff for sale.

MOCache Hunt is On 16
Put that GPS to good use.

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The Ralph Report

By President Ralph Crider

Hello again and welcome to the Summer 2003 edition of the CCN Newsletter. I hope as you read this your bike(s) is (are) out in the garage ready to run, thoroughly checked out and with some miles already recorded.

This issue is out a bit early so we can encourage participation in the 11th Annual Micro-Rally, which is on schedule and ready to go. Thank you to Road Captain, Darwin, Roger and Susie for the legwork and planning which promises to make this another good time (weather permitting). Make sure you say thank you to them in person, because there is a lot of work involved with making sure everything happens, and it is nice to know your work is appreciated.

If you weren't there, the Tune Up Clinic was another great time had by all who attended. Turp had his shop open and there was even some work being done at times in between the grilling and tire kicking. Afterwards, a small group went for a ride. Hope you kept track for those MOCal points.

There are some issues I would like to bring to our members attention. Earlier on our club's E Group, Tim Bard posted a notice that his wife Pam's health insurance company had put forth a notice that they will NO longer cover accidents regarding motorcycles and other activities after the first of next year. I guess this is to give people the chance to get that sky diving, mountain climbing and other 'risky' activities out of their system.

While I have brought this issue up at club meetings and in these pages before, this is the first instance I am aware of that effected someone in our club. To some, railing against a multi-billion dollar insurance industry may seem like Quixote tilting at windmills, there are things you can do .

Become a member of a motorcycle rights group. The AMA has been fighting this kind of discrimination for years with lobbyists and lawsuits and is dedicated to protecting OUR rights when unreasonable restrictions are enacted against motorcyclists. ABATE is another group, sometimes maligned, that fights for our rights and is usually more active on the local and state level, while the AMA addresses the national scene. Working together they have reversed restrictions against motorcycle operations that would have set dangerous precedents. They both deserve your consideration for membership because they provide a unified front with effective political clout.

Contacting your congressman or state senator can also be effective. Senate Bill S.423 is now pending. The Health Care Parity for Legal Transportation and Recreational Activities Act would force insurance companies to eliminate discrimination in providing coverage. Don't think this issue will go away. This, and other items, such as the failure of the DOT to plan for motorcycles in

The Ralph Report (continued from P. 2)

in their smart highways initiatives only go to show that we do have to be aware of what's going on and be prepared to speak out to retain our right to ride. We don't want to walk to rallies.

Darwin wants to see as many members as possible at the MOA National in West Virginia this year. We are an MOA chartered club and since it is close I agree that we should have a healthy turnout. Please consider making the trip, it's only a few hours away, not even a difficult Friday evening ride if you can't get the weekend.

That's all for now. Hope to see you at the Micro-Rally and especially at the club meeting there on Saturday afternoon. Ride safe. Ride aware. ■

Capt. Darwin's REV-olutions

By DarwinMcClellan

OK! No excuses!The weather is warm, mostly dry, so it's time to ride. We had a great start to our breakfast rides, fourteen riders participated in the inaugural ride on April 12. Thanks to Don Poremski and Howard Lowenthal we had a great ride and tour of the Packard Museum in Warren Ohio. Four riders from the Four Winds club of Pittsburgh joined us at the museum also. The theme of the exhibit was, "Ohio Built, Raced, and Ridden". All bikes on display had an Ohio history. Some even had original trip logs and sales receipts from the early 1900's. The staff was very friendly and extremely knowledgeable. I think everyone in our group learned something new on the visit. I know I did. Special thanks to Bruce Williams, Kevin Hillyard and Daryl Timko.

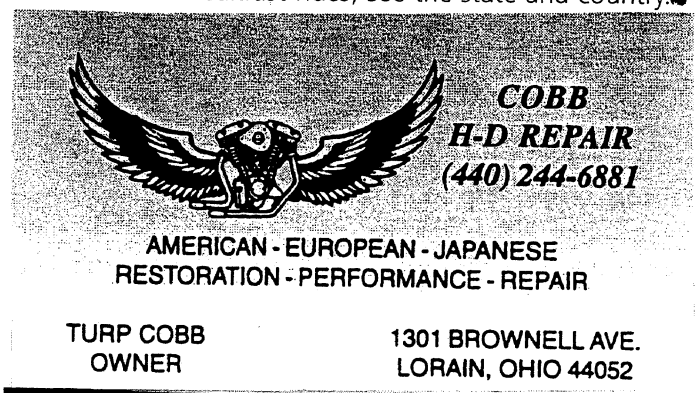
On the ride to Warren we took a group photo at the Geauga Co. bicentennial barn. Afterwards we rode to Lisbon, got a world capital there and a great lunch at the Steel Trolley Diner, which had great burgers, fries, milkshakes and atmosphere. We also collected photos at the Stark and Columbiana Co. barns and at Paris OH., another world capital.

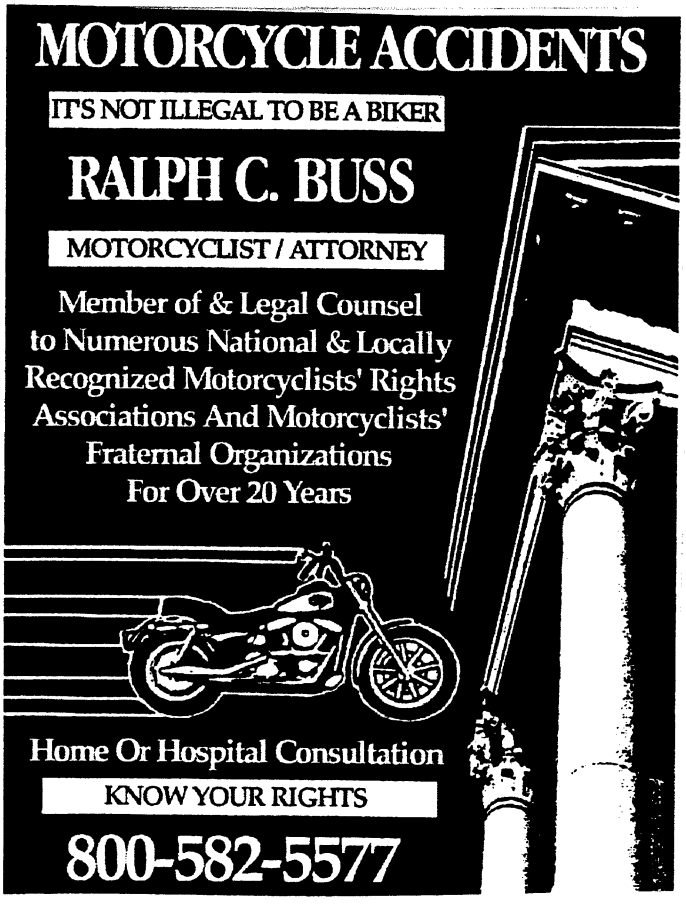
On our Sunday ride, April 13, we met at Farmer Boy restaurant in Akron. The Akron club was there, but only four of us showed. We had coffee and chatted with the Akron guys,then rode to New Century Harley in Medina to participate in the "Support Our Troops Ride" to downtown Cleveland. Our group had about 500 bikes in it and a total of about 2000 were at Public Square for the rally. At the Square it was touching to see the parents, spouses and family members holding photos of their children and loved ones who are serving in the military. Seeing the pride, patriotism and concern in their dress, actions and faces was a very moving experience.The speakers did a fine job and kept the rally what it was intended to be, "A PRO TROOPS RALLY", about the people and not the politics.

On Friday, May 3rd, Bob Burley, Mike Potisuk and I left from Mike's house in Copley at noon for the Sturgis Mini Rally in Michigan. We wound our way through the northwest part of the state and collected four barns before the rain came and sent us to I-80 toward Michigan. By the time we arrived at the Indiana state line, the rain had stopped and the sun was shining. We got to the rally at dusk, set camp, built a fire, had a couple beers and hit the sack. In the a.m., we find that others from the club are camped in another area. (We have to start using the bulletin boards!!). Some of us rode to the wineries Saturday and made it back in time for the pig roast, M-M-GOOD. At the awards ceremony, it was announced that our club tied for second place in attendance. Only the Detroit club had more members there than we (2 more). There was a great campfire that night complete with snacks, libations and lots of laughs.

Sunday morning after packing and breakfast most of the group headed out while Mike, John Gerow and I were planning our barn route home. We departed at 10:00 and collected 6 more barns and had a great lunch at Mom's diner in Defiance (I think!). These barns sure take a lot of navigation, but we did well, except for the "wallet incident". If you want those details, I'm sure Mike and John will have a more colorfull description than I.

The fun has begun. Watch the Calendar Of Events, come to the breakfast rides, see the state and country.■





Ramblin' with Rose

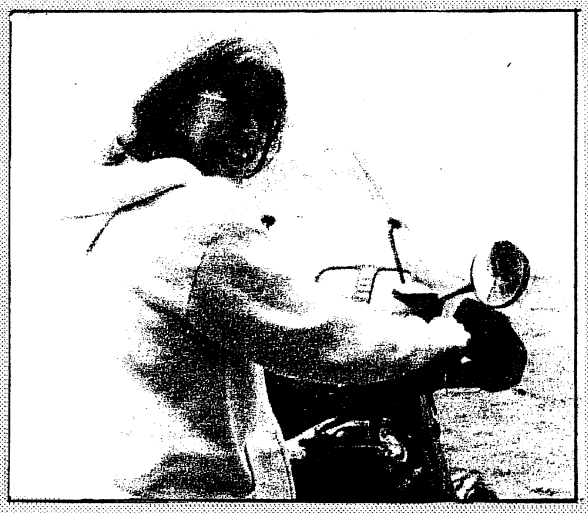
by Rosemary Wood

The struggle between Mars and Venus crosses over in every aspect of our lives, including motorcycling. Regardless of your seat position, traveling with the 'other side' poses both challenging and humorous moments. BMWMOC has a large Venus contingent with many lady members riding their own machines. It is my hope to create a forum where the questions and queries of traveling couples can be addressed for both men and women. Questions or comments can be sent to ramblinrose@adelphia.net or mail to the CCN editor.

Dear Ramblin' Rose,

My husband and I have done some extensive touring all around the country on our beemers over the past six years. We have a wonderful time together and often share our riding experiences with our friends when we socialize. I have noticed lately that as my husband begins to tell the tales of one of our adventures, his memory of the details is astonishingly different than mine. It's almost as if we were on two different trips. Do you think he should seek medical help? I am very concerned as he is only 54.

Zoning out



Dear Zoning Out,

Have you noticed this problem only in regard to your motorcycle trips? If so, you need not worry. This is a newly discovered disorder that is called Motorcycle Induced Brain Scatter (MIBS), Motorcycle Induced Bull S—, or more commonly referred to as CRSA (Can't Remember S— Anymore). Remarkably, many scientific studies indicate that there are major differences in the brains of men and women. Basically, men's brains have more neurons (brain cells) and women's brains have more synapses (brain connections). Without going into a lot of medical jargon, these basic differences cause males to record information differently than females, primarily when exposed to continuous levels of excessive wind. Also to compound the problem, government studies indicate that, compared with women, males exposed to long-term motorcycle riding showed increased impairment in listening, memory retention and memory retrieval. Unfortunately, government research funds are controlled by men, who will not even acknowledge that MIBS exists, let alone allocate tax dollars for further research. Sadly, thousands of men are suffering with this syndrome unaware of the havoc it plays in their lives.

My advice is to remain calm and remember that your memory of these events is 100% accurate. By constantly correcting your husband in front of your friends, you only magnify a medical mystery that he has no control of. Allow him the fun of recounting his adventure in his own way. And above all, do not allow this affliction to spoil the good times you and your husband enjoy together. When it's 'ladies only' time, you'll have plenty of opportunity to enlighten your friends to the true story.

Six Men from Verona

By Don Poremski

As do most planned trips, the Easter Weekend 2003 ride held great expectations. A friend who had taken this trip last year encouraged me to partake in this year's version, then he slipped some disks and was no longer part of the assemblage. Well, even if it were only Lou Shinnamon from Cumberland, MD, backroads guide extraordinaire and Dr. 'Down in the Mouth' Steve Skupas, that would make for interesting evening conversation and enthusiastic corner carving on the Skyline Drive and Blue Ridge Parkway. Count me in.

The group grew over the weeks of planning to include two other Four Winds members of wide repute when it came to curving roads and another fellow from Frostburg, MD. Six bikes. Just enough to form a 'snake' and not too many to make restaurant meals a real problem. The start would be from Cumberland on Good Friday, so the route wound through Pennsylvania, past Pittsburgh southward toward Lou's house for that Thursday night. The riders gathered in Lou's garage for pizza, tire kicking and a shortened game of Hearts. All were hoping for a reprieve from the promised weather the next few days.

But, NO! Friday opened with cold and damp and did not improve as we were led through selected curvy back roads with a couple of 'GS' sections Herr Shinnamon couldn't resist. And it stayed the same after wowing our fellow lunch patrons with the number of layers a motorcyclist dons when riding in such inclemency. If anything, it got colder as we worked our way toward Front Royal and the entrance to the Shenandoah National Park. One of the fellows had a riding gear problem, I stopped to keep him company, and we both got lost finding the rest of the group. Twelve to fifteen miles plus, but we figured out what we had done wrong and found the group at the entrance gate to the Skyline.

We were enclosed in fog within minutes of proceeding into the hills. The guys in front were pointing out the deer on either side of the road so I could watch the Suvanuzzi scare them back into the woods, you know, saving lives. Fog in the air. Fog on my visor. Fog on my glasses. I wasn't the least bit disappointed when we gave up and headed for lower altitudes. We got off on 211 and used 11 south to get to the KOA in Verona, VA, where we had cabins reserved.

Yes, we saw some other beemer riders who were doing an annual gathering of their own, but they didn't seem any more enthusiastic than we when it came to the weather. We thought for a moment about joining them for dinner, then discovered that we could order out from China City. Ah, so. We brought in General Tso and his chicken, shrimp with garlic and broccoli (for the broccoli members in the group... funny decal, that), moo goo gai pan, steamed dumplings, combination fried rice, and crabs Rangoon. Then it was off to the hot tubs to make bubbles.

It was almost like one of those scenes in a movie where two persons begin speaking at once when they were about to say the same thing. My cabin-mate Dana and I saw no fun in continuing Saturday in the manner described about Friday. Unless the sun was brilliant the next day we would tell the others that we'd be heading back. We figured the Blue Ridge would be just as occluded as was the Skyline and there was no promise of better for the long ride back north on Sunday. We agreed that we would abort the next day. Saturday morning arrived and Lou came into the cottage to announce that our thoughts were shared by the other four. It just wasn't any fun being cold and tense.

So, back north to Harrisonburg, over the foggy mountains on 33 we went with cars that seemed much more tentative than we. Maybe they hadn't contended with the fog the previous day.

The group split at Brandywine with three bikes proceeding along the South Branch of the Potomac, ever north toward homes. Not four miles into PA and the sun emerged. Out of the rain suits, around some pie at Glisan's (a MUST STOP for anyone on Route 40), and Dana and I began making up for what was missed on the Blue Ridge. Now I'll have to look forward to the ride south to Virginia International Raceway to make up for this missed opportunity. That's in late August. Anybody want to go along? (For this story complete with photos, go to:

www.allegany.edu/dental/bmw/easter-2003/donp/verona%2520%men%2520poremski.htm)

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Off Camber=Off Kilter

By Don Poremski

In ancient times, you know, before MSF courses, a person was lucky to get any kind of instruction regarding motorcycle riding. If you knew how to ride a bicycle, it was assumed you'd be able to learn the ropes on a motorcycle. This control does this, that control does that, but the entire package of how to handle a motorcycle under the constantly varying conditions of the open road were all left to On-The-Job training, so to speak.

Well, you must have survived because here you are, a member of a BMW riders club, and you don't get here by incurring a lot of physical or machine damage, at least not any more. Yes, you faltered, and, yes, you got banged up, and, yes, you have paid out plenty on bike repair, but here you are, therefore you must be considered 'incurable'. You have the disease and not much will remove you from this sport now.

Okay, now you've got to refine your skills because dropping a Honda 350 is one thing. Putting that K1200 on the ground is an entirely different matter. You probably read the self-help articles just as you are now, and you no doubt go out on your machine and put them into practice. Counter steering. Looking where you want to go. Body positioning and foot weighting. You can even be critical of other riders who haven't achieved your level of expertise. But I know of two roads which will challenge your skills, dexterity and mental agility: Rt. 129, The Dragon; and Rt. 26 right here in Ohio between Woodsfield and Marietta. Deal's Gap is famous and 26 is becoming infamous, but both share a common characteristic, off-camber turns that jump up just as you think you have mastered their complexity and have established "the pace".

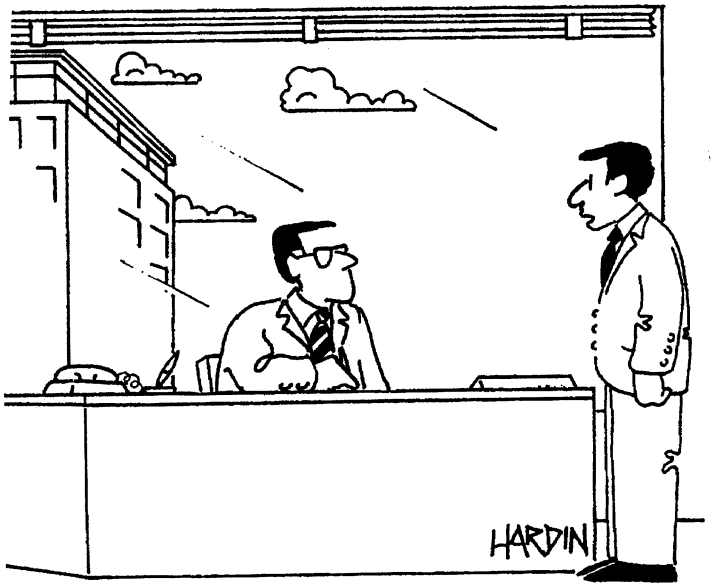
They usually occur as left-handers and what happens is you run out of lean angle and ground a part of your bike. If it is a severe case of grounding, you un-weight the rear wheel and next comes that sickening sound of metal and plastic being ground off by road. You, of course, are wearing sufficient protective gear that you escape uninjured, right?

Almost all roads have one or more dangerous corners, so without intimate knowledge of your course, you should always ride conservatively. That doesn't mean you can't have fun, but it does mean you have to keep all your experience right up there on the frontal lobe. If talking your way through the turns helps, use it. In the Springtime, when venturing out for the first rides of the season, remind yourself verbally what should be coming from your mind unbidden. Assess a turn and identify it as 1) a decreasing radius, 2) off camber right or left, 3) unmarked as to the speed or severity of the turn, 4) riddled with gravel in the apex, 5) laced with sealing tar 'snakes'....you get the idea.

If you don't already, practice the double-apex turns that establish two tilt-in spots that help you keep the bike more vertical when ground clearance disappears. The delayed-apex (single) can provide the same clearance as you come toward the center line of the road, where the crown is highest. Practice these techniques on roads that don't have severe crowns and you won't panic when you encounter those that do.

How does the author know about such things? On the way to the Rider Rally in Richmond, KY, astride my R90S (smoke), I approached a right-hander near ~~Bent~~ DART, Ohio and missed a downshift, grounded, lifted, passed directly in front of a blue Ford pickup, dropped the bike in yonder ditch and lived to tell about it. Practice may not make perfect, but it surely relieves the anxiety.

Where do you get such tips on riding if you don't want to learn the hard way? The Bow Tie Press out of L.A. offers two books on improving your riding: Street Strategies - A Survival Guide for Motorcyclists ($19.95) and Proficient Motorcycling, ($24.95) a compilation of articles from Motorcycle Consumer News. Two excellent books. Both are written by David Hough. Call 1-800-426-2516 to order. ■



"May I leave early today, sir?
The market is down and my wife is alone...."

Ed's Big Adventure Part Three

By Ed Fitzwater #111

At last Spring has sprung. After a really nasty Winter, the new riding season has been a more than welcome visitor. Adding to the bad weather was the surgery for Carpal Tunnel Syndrome, both wrists, left first, then right. The rotten weather and the procedures meant that for the first time in a decade, I didn't get at least one ride in every month. The first finally came in mid March. Even so, I have been able to accumulate just short of three thousand miles this Spring. Not bad, when you consider the summer riding season is still a month away.

The rear tire was all but gone at 3800 miles. While taking advantage of a free oil change at All Seasons, I decided to order a new rear stock tire, as I had at least four thousand miles left on the front. That way I get to save the Dunlop 604's for the serious summer riding season. The day after I ordered the new rear tire I found a nail in the used up rear tire. In the garage I pulled the nail and, of course, it was an inch and a half long. I broke out my new Plug and Go tire repair kit. This is one great tool to have. It worked just as advertised. I have to admit I was pleasantly surprised since I've had terrible results in the past with other tire repair kits. The next week when the new tire came in, I quickly replaced the plugged one. I really do not care to be riding around on a well-used or damaged tire. Upon checking the old tire from the inside, I was even more impressed with the Plug and Go. I was happy to see how neatly that mushroom-shaped plug sealed that nail hole. The bike now has close to five thousand miles and a fresh rear tire.

The Corbin seat is comfortable and it looks good. If I could do it over again, I would not have opted for the heated seat option. I've had several below-freezing rides and so far I haven't even bothered to hook up the electrics. The heater option only added cost and. worst of all, weight to the seat. It weighs more than twice as much as the stock seat. Everything is a tradeoff. More comfort, more weight. I am still looking for someone local to take half of the foam off the stock seat and install a new black cover. The stock seat would work better for nasty gravel and dirt riding. It is also slimmer, a plus if you spend much time on the pegs.

The other thing I have found is I don't care to have the GPS mounted on the handlebars. For me it's a safety thing. I don't want to be looking anywhere but the road when I ride. I bought a clear holder attached with Velcro from Aerostich that lets me wear it on my forearm. When I pull off the road I can quickly look down and check position. I just feel safer not trying to read directions or punch buttons while underway. I went with the Wrist Rest from Bob's BMW. I've had them before, so I know they work. The only other thing I've added to date are Bungee-Buddies to the system bags, plus four more to the Givi top box. I now have some extra tie-down points. The box looks better to me with the Bungee-Buddies than with the rack from Givi. I can tie a bedroll, but I don't have to look at the rack all the time.

The more I ride the 'Adventure' the more I'm convinced I bought the right BMW motorcycle. This is especially true if I continue to get by with only one bike. But, BMW doesn't help much by continuing to introduce new, tempting machines. Have a good riding season! SEE YOU ON THE ROAD! ■

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Hot Weather Riding

By Don Poremski

Although we haven't had to worry much about extreme heat in Northeastern Ohio so far this year, it will come and if we don't have it here, some of us will ride toward it in our 2003 travels. It's always good to remind ourselves how to care for our bodies and our machines when the thermometer climbs. The following is a compilation of tips from multiple sources that will help sustain us when the heat does arrive.

MACHINE

* Liquid cooled bikes need to have the coolant changed and checked. If your bike never sees freezing temperatures, you might try a 'water-wetter' like that available from Red Line. This is my first season with it installed and I've noticed my bike runs cooler than with anti-freeze.
* Switch to the Severe Use maintainance schedule for your machine. This will usually request more frequent fluid checks and changes.
* Batteries discharge quickly in high heat and,if exposed to one hundred forty degrees and higher,WILL be damaged. Optimum storage temperature for batteries is forty degrees fahrenheit. If yours spent this past winter in temps colder than that, better check.
* Underinflated tires will wear more rapidly and can throw you off in a most embarrasing manner.
* If you do your basic T-Clock (tires-controls-lights-oil-chassis and kickstand) before riding errands, and especially before any significant trip, you should be good to go.
* Shut the motor down if warning lights glow.

YOU

* Make sure you carry & use sunscreen.
* Pack some water out of direct sunlight. Starting out with a bottle of frozen water means you'll have a delightful nectar when the going gets tough.
* Got your shades?
* Avoid alcohol and caffeinated drinks.
* Salt tablets draw water into your stomach instead of distributing it to the rest of your body. No-no.
* Check with your doctor about any meds you're taking to see if they'll cause water loss.
* Take frequent rest stops where it's cool.

If you are in charge of your own itinerary, schedule stops at interesting places along the way. If you must put on serious miles, do it at night. ■

3-Wheeled Training Courses

From the American Motorcyclist

The Evergreen Safety Council, a non-profit organization based in Seattle, has taken over administration of sidecar and trike safety courses and plans to add additional dates nationwide.

Classes are currently scheduled in seven states, according to Dave Wendell, the motorcycle safety training program manager.

For a schedule of courses, visit the council's website at www.esc.org/sidecar.html, or call (800) 521-0778. ■

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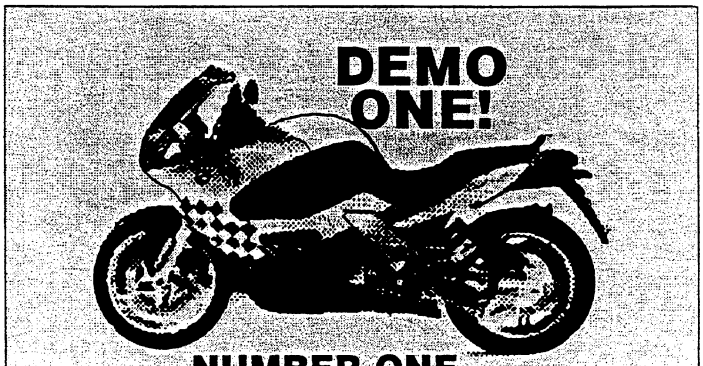

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VISIT OUT NEW STORE

Trenton Revisited - New Club Formed

By "The Kiltmeister" #59106

As a result of the BMW MOA International Rally being held in Trenton in 2002, several BMW riders in the Quinte West area got together and formed a new club. With the number of new people that attended the international rally from Quinte West and adjoining areas, we thought it would be a good idea to have a club in the region.

There was some interest prior to the organizing of the international rally, but it became quite evident during the planning stages that a new club was necessary. We sent all the information in to Sam Lepore, the new Club Coordinator and the new club was chartered in December of 2002. The number of the club is 292.

Since the name of the international was "The Land of the Loon" Rally , it was only natural that we played on that theme and came up with the "The Loonie-Tic BMW Riders of Quinte West". Being a member of the Rocky Bow BMW Riders from Alberta, I had to check to make sure there was no infringement on the Lunatic Fringe Rally. I was assured that there was no problem by Terry Buechler, one of the club officials.

The members of the Executive for this first year are: Ross Copas & Jean Gattie-Copas serving as Co-President and Vice President (Ross and Jean are well known in the Iron Butt community), Treasurer is Rolf Petry (one of the Beer Garden Chairs at the international rally), the Secretary and Keeper of the Records is Porkchopp, and the Rally Chairman is "The Kiltmeister" (I wonder why).

We are looking for new members for this organization and would appreciate inquiries from anyone. For more information contact, The Kiltmeister at donf@nhb.com and I will send you a copy of The Club Bylaws and a membership registration form.

Now, what would forming a new club be without having some activity to go along with it, so we, the members of The Loonie-Tic BMW Riders of Quinte West are going to have an inaugural club rally this summer at the same location where the BMW MOA International Rally was held in 2002. The City of Quinte West wants us back and are really looking forward to seeing us again.

The dates of the rally are July 25-27, 2003 in Centennial Park in Trenton at the confluence of the Trent River and the Bay of Quinte. We will be camping on the banks of the Trent River. So, mark your calendars.

Since this is the first rendition of the "Return to Trenton" Rally, we are going to make this a Pre-Registration Only Rally and the pre-registration dates close on May 31, 2003. ■

Remember

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Wednesday, July 16th, 2003
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*** The number of motorcyclists to the general public and to politicians**
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www.ridetowork.org

Avoiding Tickets in OH

By Don Poremski

You may already know that Ohio ranks first in all fifty states for the number of traffic citations issued. If you do, yet you cannot resist the lure of the open road before you, you should perhaps review a few places in Northeastern Ohio where you should stifle the urge to roll it on!

The top ticket generators in the vicinity are: **State Route 2 between mile markers 17 and 28.** Rated fifth highest, there were 1,531 customers in 2001. Now remember, these figures are JUST the Ohio State Highway Patrol and do not take into account any local police departments which can also be quite zealous in revenue generation, especially with municipal funds down in all communities.

Next up, and fourth highest ticket volume was in Wayne County. The fifteen mile stretch of **Route 30 from mileposts 3 to 18** produced 2.399 tickets.

Coming in at #3 was **Interstate 71 between mileposts 180 and 191**. They picked them off to the tune of 2,499 citations here.

Portage County is popular with the staties, too. If you got a ticket in 2001 on **Interstate 76 from mileposts 31 to 49**, you had 2, 869 fellow motorists to share your grief and shame.

The top of the Northeast Ohio podium geographically is Medina County. Slow down on **Interstate 71 between mile markers 5 to 18** or you could be a statistic like the 2, 926 motorists who got nabbed there.

But Northeast Ohio takes a back seat to other areas in Ohio, and since you'll be doing all that barn and capital hunting, we'd better warn you of some other vulture venues.

I-70 Belmont Co. twixt posts 200-218 (4,075),

I-70 in Preble Co. from marker 3 to 15 (4,183 tickets)

Lawrence Co., SR 52 between posts 1 & 19 (4,468)

Warren County for the top two- **I-71 from 20 to 37** & **I-75 between markers 29 & 39.**

That spot was good for nearly **10,000** tickets. Good luck spotting your nemeses, and remember Ohio has on-the-move. **Don't be first** over that hill or around the bend. ■

Good Painter Located

By Tim Bard

In one of my ongoing projects I learned something that may interest others in the club. Pam and I were in an accident some time ago and had to deal with our own recovery and that of our motorcycle, an R100. In the latter I purchased many parts, some of which needed to be painted.

Tom Garver found a painter to do some work on his K1100RS and it turns out he did a great job. His name is Kevin Scheibe. I contacted him to paint and stripe my tank and seat cowl. The paint used was Glasurite supplied by Holt's BMW. The charge was $200 for labor and $93.48 for the paint.

For comparison, I got prices from Holt's BMW, The Wark Shop in Marietta and two automotive auto body and paint shops. Both Holt's and Wark Shop quoted between $700 and $750 IF the pieces were delivered in ready-to-paint condition with no prep needed. They never saw the pieces and could not quote on preparation. Both shops have an excellent reputation for the quality of their work. The local auto shops were going to use PPG paint instead of Glasurite and came in at $625 and $800 after seeing the actual pieces.

I went with Kevin and can honestly say I'd recomment him for your projects. He is a professional painter who does motorcycles on the side. He told me when returning the parts that he'd done the work too cheaply, so I don't know that I'd get such a bargain again. Still, it's good to have alternatives when beautifying or repairing your machine.

I'm not getting anything for this endorsement; just sharing the experience so you might be able to save a few bucks. ■

Kevin Scheibe
Custom Motorcycle Refinishing
80 Greenwood
Rittman OH
44270
330-927-9145
Btwn 6 & 9 p.m.

MOCal Program Off to a Good Start

By Don Poremski

A new program to encourage club participation and to enhance the MOC experience is off to a good start. So far at least seventy persons have been given at least one MOCal point. Those actively collecting both bicentennial barns and world capitals have gotten quite an edge on the officers and those just attending meetings.

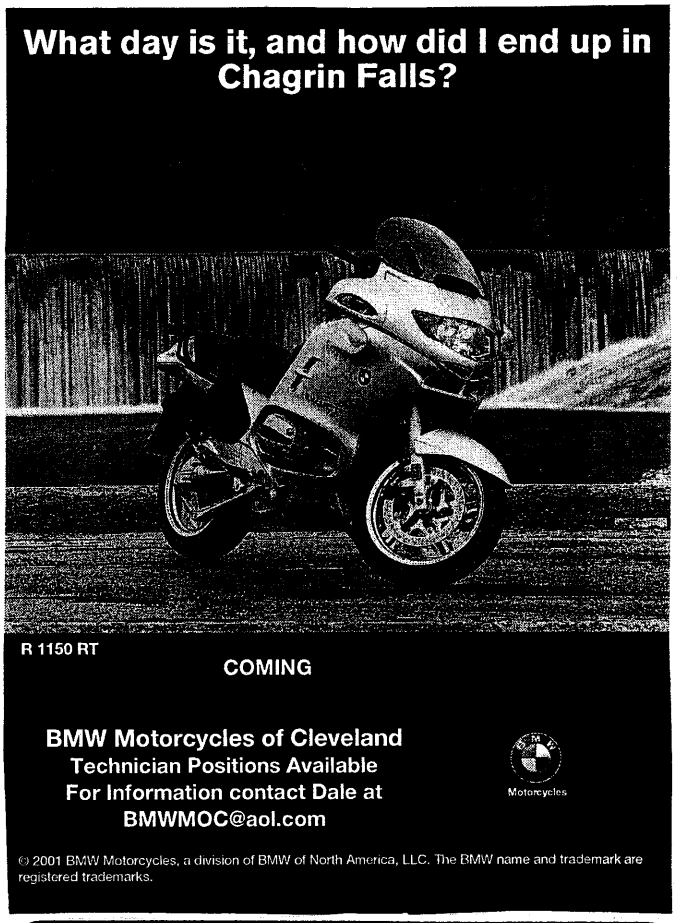
By way of review, the MOCal program assigns points for various activities in the club. These points are recorded so that at the end of the year the person with the most points receives a cash award which could be as much as $200.00. For every ten MOCal points recorded, the person receives a decal called a MOCal which works great as a conspicuity device on your motorcycle or helmet. Those with at least one MOCal go into a drawing at the holiday party for which the prize is a $100 gift certificate from a local BMW dealer. If you have 10 points (one MOCal) you name goes in once. With 20 points (two MOCals) your name is in the bin twice, and so forth. The first and second runners up for most points get a trophy to recognize their efforts.

How does one get points? The complete list is on the web, but here is a brief overview:

Rally Chairman - 25 pts., **Board Member** - 10 pts., **Newsletter Editor** - 25 pts., **Rally Chore Leader**- 5 pts. **Mthly Mtg. Organizer**- 5 pts., **Rally Volunteer**- 2 pts. **Nwsltr. Story**- 2pts., **Residence Meeting** - 10 pts., **Ride Leader** - 3 pts., **Ride Attendee** - 1 pt., **Breakfast Attendee** - 1 pt., **Mthly. Mtg. Attendance** - 1 pt. **Mthly. Mtg, Activity** (ie. 50/50) - 2 pts., **Bicentennial Barn Photo** - 3 pts. **Club Banner at Rally Photo** - 3 pts., **World Capital Photo** - 3 pts. and **Ad HocBoard Awards**- as merited.

A club ride is two or more members on two or more bikes. It's important that you keep track of who participates, even if that person isn't currently a member. Non-members can receive a MOCal, but they cannot be considered for the end-of-year awards or presentations.

The program let's the world know that YOU are an active MOC member and could pay off nicely at the end of the year. Everything reverts to zero in December. Don't you think the CCN editor should get more points! ■

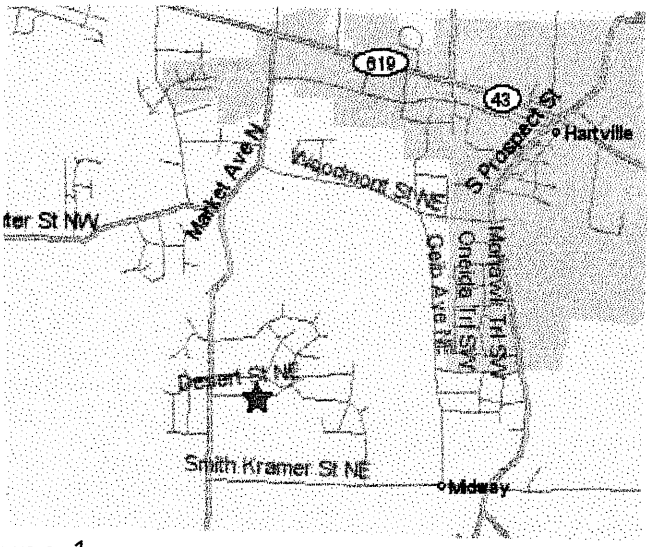


Calendar of Events

May 29

BMWMOC Board Meeting

7:00 p. m. at Don Poremski's house. 1290 Desert Street, Uniontown (nearer to Hartville) OH. Find 619 and Market, go south on Market. If you cross Smith-Kramer, you've gone too far. Don's Tel. No. 330-877-0582.



June 1

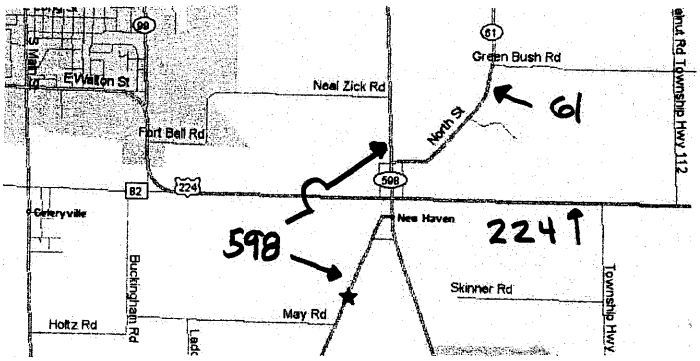
Buckeye Beemers M/C Poker Run

Noon, AMA Motorcycle Hall of Fame Museum in Pickerington, OH (SR 204 east of SR 256, exit 112 off I-70 east of Columbus). Proceeds to benefit Hall of Fame. First bike out at 1:00 p.m. Door prizes and awards. Contact Dick Reichenbach at 937-349-2401 for more information or visit Buckey Beemer web site at http://home.columbus.rr.com/buckeybeemers/

June 6 -8

BMWMOC Micro-Rally

The Pit behind TJ Cycle,. Arrive Friday afternoon. Stay through Sunday. See article on the front page. Dinner and camping MUST BE PREPAID BY 5/28/03. Make checks payable to BMW MOC and mail to: Darwin McClellan, 5604 Franklin Ave., Cleveland, OH 44102. Call our Road Captain for more information 216-631-0851. ***June membership meeting will be held at the campsite at 4:00 p.m.***



June 13-15

Ohio RA Appalachians Foothills Adventure

Summer campout near Peebles, OH. Your choice of open or wooded free camping, showers, Port-a-Potty, swimming pool, pinball, great riding roads nearby to Serpent Mounds, Fort Hill, Temper Mound, Portsmouth's retaining wall murals and more. Friday night soup pot. Saturday evening feast on your choice of BBQ chicken, ribs or steak, baked potato, sweet -n-sour German Style or creamy cole slaw, roll and butter for $16.00 (prepaid only) catered by Sciota Ribber of Portsmouth. Saturday night door prizes, membership give-a-way, bonfire and great company. Continuous coffee, tea and cold drinks. Please RSVP to Kris Phipps at beemerbabe2003@yahoo.com or call to reserve your dinners at 937-587-3443. **All dinners must be prepaid by June 2, 2003 and you must specify your choice of meal.** No last minute orders, please! Flyers will be available at all Ohio BMW dealers during May.

July 10-13

2003 BMWMOA National "Almost Heaven" Rally

Charleston, WV. Detailed info at the MOA web site.

July 26

BMWMOC Dealer Ride & Poker Run

8:00 a. m., Sill's Motor Sales in Cleveland to start and end at All Seasons in Wooster. You may take your own course to one rally point to be determined, Roman's and Mathias. Prizes will be awarded 30 minutes after the last bike comes in. Cost- $5.00 per person. Extra cards available at the end for $1.00 each. Best 5 card hand wins. Prizes and MOCal points at stake. Watch the web site or contact Darwin.

July 31

BMWMOC Board Meeting

7:00 p. m., 'Turp' Cobb's house, 6271 Russia Road, Amherst, OH. Call Turp at 440-244-6881.

August 15

CCN Deadline

For submissions to the Fall editon of the Cleveland Club Newsletter. Send copy and photos to Don Poremski, 1290 Desert St. NE, Uniontown, OH 44685 or E-mail to strutguy@yahoo.com. Phone 330-877-0582.

Calendar of Events

August 15-17

Four Winds Rally

37th Annual Four Winds Rally held once again at the Red Bank Valley Park, 2 miles east of New Bethlehem, PA on Rt. 28 North. Second year at this new location with wooded sites, swimming pool, skating rink, tennis courts, multiple-style rides (Breakfast, GS, Tour), Saturday evening entertainment, on-site food vendor, Saturday night feast and hot showers. Camper hook-ups available at extra cost. There will be vendors and tech sessions. There will be recognition awards and door prizes. And, for the first time F.E.U.L. That's right, Field Events Under the Lights. BE THERE. Adult registration $35.00, children under 13, $25.00. Day passes available for $10.00. No pre-registration. See the web site at www.4windsbmw.org or call rally chairwoman Nancy Barrett at 724-941-1543.

September 5-7

2003 B.S. Rally

Sponsored by the Buckeye Beemers at Lake Snowden Campground, SR 50 west of Athens, OH. Saturday night catered meal and Appalachian music and folksinging. Self guided tours, both scenic and 110%. $35.00 at the gate, $30 pre-registered. Send payment to: Buckey Beemers, PO Box 154, Columbus, OH 43216-0154 or call rally chairman Eric Nyrop 614-444-9409. Website is: http://home.columbus.rr..com/buckeybeemers

September 19-21

BMWMOC 2nd Annual Indian Pow-Wow Rally

At Mohican Reservation Campground on Wally Road in Loudonville, OH. The Pow-Wow features native American story telling, dancing, music, traditional food, craftsmanship, trading and artistry. For more information and pictures of the festivities, go to their web site at www.mohicanpowwow.com. Contact co-chairs Stan Kain or Karen Majoros at 440-842-2960 for where the club campsite will be.

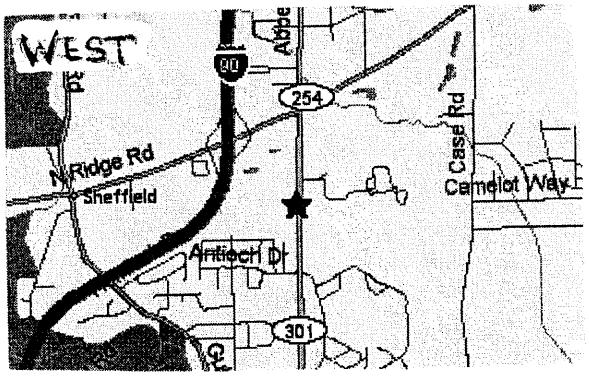
Continuous Through November

Breakfast Rides

Saturdays and Sundays beginning at 3 different locations, West, South and East. All meeting places are restaurants. Get your breakfast order in by 9:00 so you'll be ready to ride by 10:00. Rides are freestyle after breakfast. Rider who leads gets three MOCal points. Attendees, either for the meal or a ride, get one MOCal. Turn in attendance to Don Poremski to record. Use the gathering to hunt down barns and capitals for more points.

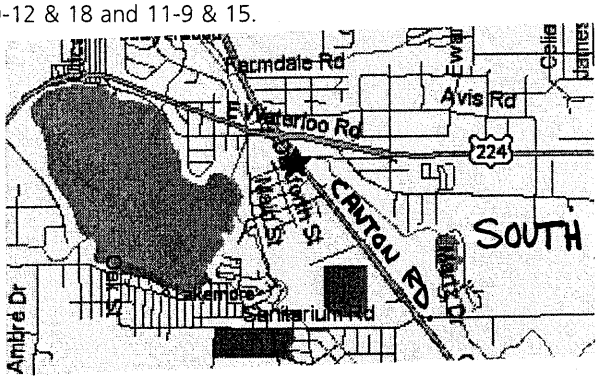
West43= Steak-N-Shake on 4th Saturday, 3rd Sunday, 5300 Abbe Road, Sheffield Village. 440-934-6680

Dates: 5-18 & 24, 6-15 & 28, 7-20 & 26, 8-17 & 23, 9-21 & 27, 10-19 & 25 and 11-16 & 22.



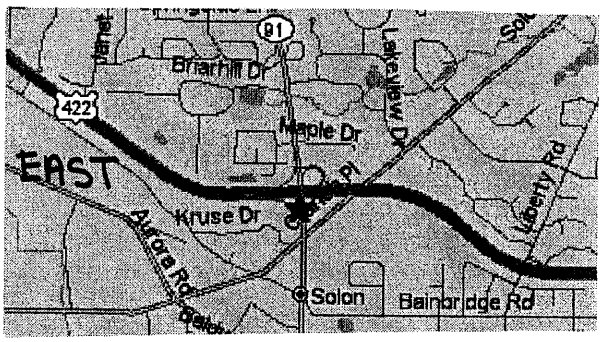
South32=Farmer Boy Restaurant on 3rd Saturday and 2nd Sunday,1324 Canton Rd. Akron. 330-784-4052

Dates: 5-11 & 17, 6-8 & 21, 7-13 & 19, 8-10 & 16, 9-14 & 20, 10-12 & 18 and 11-9 & 15.



East24=Bob Evans Farm Restaurant, 2nd Saturday, 4th Sunday, 6100 Som Center Road, Cleveland. 440-248-4045.

Dates: 5-10 & 25, 6-14 & 22, 7-12 & 27, 8-9 & 24, 9-13 & 28, 10-11 & 26 and 11-8 & 23.



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Member Snapshot

By Dominic Cioffi

Hello, everyone. My name is Dominic Cioffi. I have been a member of the Cleveland Club for around six years and a member of the MOA for thirteen years. I grew up in Westlake and at the age of sixteen I bought a motorcycle instead of a car for transportation. The machine of choice was a 1973 LWB R75/5. The bike was a toaster model with matching battery covers. I added: Koni 7610 shocks, the correct /5 Europa bars, Albert bar ends, H4 conversion, /6 big battery box, VDO voltmeter and clock pods, Luftmeister triple plate, /6 alternator, stonger /7 valve covers and matching alternator cover, semi-trick Bing independent float set up, 800cc Nicisil pistons and bore, Manley valves, /7 spark plug wires, (a wonderful aid for adjusting the carbs without getting zapped) Epco exhaust, stainless spokes, and a host of other accessories. The bike was in near perfect condition at any given day of the year for the eleven years I owned the bike. The only mechanical problems I had, were having to replace the junk Motometer instrument cluster, I swear they were secretly made in Hong Kong instead of the Fatherland.

While in the military at Ft. Bragg N.C., I would routinely make trips home to Cleveland on a bi-weekly basis on the old Toaster. I learned how to coax every one of the 57 horses out of that motor and lean to maximum angles without scraping the valve covers. I was lucky enough to spend a lot of time riding alone on an underpowered motorcycle and feel that I have become a better rider for it. At the time, I would have liked to trade my bike for a flawless 1978 Lemans Guzzi that was at the Moto Guzzi Dealer and Importer in central North Carolina where I had the R75 rebuilt. The bike needed a complete restoration after a drunk stole the bike and crashed it into a dumpster.

The German Gods were smiling down on me that day. I only carried liability insurance on the bike, however my roommate witnessed the incident and was able to point out the derelict who stole it. He,too, was in the military so, with a little swift military justice, his wages were garnished for five months while he paid the Motto Guzzi dealer to make ALL the repairs needed. I think it took about 4000 dollars to put the bike right that summer, 1992.

Dominic Cioffi and Kristin Pisarski doing a rally.

After my enlistment was up I moved back to the West Side of Cleveland, to Fairview Park. I was fortunate enough to have lived only a mile or so from Tibor Sarossy, the legendary Magyar rider who held a world record riding an R69S from New York to Los Angles in 45 hours and 11 minutes in 1968. I used to be over at his BMW Parts House twice a week to buy parts and shoot the breeze about motorcycles and history. I was also lucky enough to have had a conversation with Mr. John Penton, the ultimate motorcycle authority, Don Douglass the late MOA Editor, and the late Keith Patchett of Keith's Touring Specialties, "Touring Things I Use, I Know They Work." And our old local BMW friends Skinny Dan and Jake from Sill's. These people were and are as rare as a Krauser MKM 1000 or an Orange nosed R100RS. I learned a lot from those people and unfortunately I haven't their knowledge, personality, character or priceless information. However, I do have endless stories and some working knowledge about some of the machines, the /5's in particular.

I was never a big 'club' person and still feel the entry level cyclist should gain his knowledge riding solo, perhaps after taking some instruction classes such as the MSF sourses or FASTTRAX. I can still recall my early days when I met Ray Kocab of North Olmsted and his father and went on a few short rides with them: They both had later boxer models and rode very fast. No one wants to feel like they are holding someone up riding slowly, and so the novice rider often pushes his or her ability to their limits and beyond. The outcome has surely appeared on those old black and white movies we watched in Driver's Ed class. The people in the Cleveland Club are kind and generous and have great knowledge and love for bikes. However, they and I often forget that there are novices riders among us who can use help.

In all of my years riding I still feel that leading a large group is a most difficult task. I wouldn't care to be in the shoes of the leader or the novice. I have great respect for the riders who volunteer their time and effort with the club. I feel it's a great source of information and a lot of fun. The events and activities that the club has done over the years have been first rate. So, to all the new people and old people who don't participate, give it a try. As for the really NEW people, I have compiled a list of suggestions derived from first hand experience.

* Never use S100 spray cleaner on clear-coated wheels or black powder coating.
* Always replace tires before the wear mark, and put on the best ones you can afford.
* Replace the stock suspension at around 30k with a better after market unit.
* Synthetic gear oils in the transmission and final drive work great, shifts a little smoother too.
* Travel as light as possible, heavy bulky gear, wears out tires and brakes, and adversely effects the handling of the motorcycle.
* Lean slightly forward when accelerating, lean back when stopping.

* Standing on the pegs puts your weight lower on the bike and keeps the bike more stable when going over potholes or railroad tracks.
* The military way of rolling your clothes for packing works well takes up less space and their appearance is marginally better after unpacking.
* Check your tire pressure often, especially when riding two up.
* Check that the tire pressure listed in your owners manual has not been superceded. I.e. 3 spoke wheels.
* Ride within your own abilities, esp. when riding in a group.
* Don't worry about holding someone up because you're not riding as fast, if they go to fast let them go, remember this is supposed to be enjoyable.
* Buy a small AAA size flash light and keep it inside the map holder of your tank bag.
* Carry spare fuses and a small roll of good quality electrical tape along with the stock tool kit.
* Learn how to use the BMW tire repair kit, buy an extra kit and test it at home on a junk tire.
* If your riding is fun you will want to go further. If its work, stop.
* Try to stay in the best physical condition you can.
* If you have a bad back as I do, wearing a Velcro weight lifting belt helps a lot.

P.S. Am I the only person who hums "The Ode to Joy" as I ride? ■

Ohio and Motorcycling Lose an Ambassador

By Don Poremski

IN MEMORIAM. Those two Latin words carry such finality, but perhaps in this case they aren't quite as dark. On May 8, 2003, a great motorcyclist, George Roeder, passed, but his accomplishments are recorded in motorcycle racing annals and his spirit on the track lives on through his sons: Will, Geo and Jess.

George, an eight time national winner as a Harley Davidson factory rider during the 1960's, was always close to the fans who voted him most popular rider in 1963 and 1965. His first and favorite win came at the Springfield Mile in 1963, but like most of the AMA racers at the time,George had to be a well-rounded rider of many types of competition. He won podium finishes at Daytona, for example and established speed records in a Harley-powered streamliner in 1965. George raced against the greats such as Joe Leonard, Carroll Resweber, Sammy Tanner, Dick Mann and Bart Markel.

He just missed the grand opening of his second Harley-Davidson dealership in Sandusky, OH. He was inducted into the AMA Hall of Fame in 1999. Charitable donations can be made in his name to: Youth Activities Center in Norwalk, Calvary Baptist Church, 250 Benedict Avenue, Norwalk, OH 44857.

Ride on, George. We'll miss you! ■

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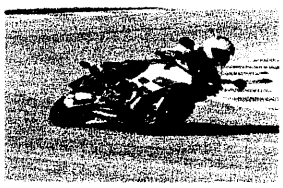

MOCache Hunt is ON

By Don Poremski

You've been wondering just how many ways you could use that new GPS. Or, you just need an excuse to ride and your favorite loop has gotten a little stale. Then again, you may be jealous of the MOCal points being earned by your fellow MOC members and want to join the fun.

Whatever the reason, we have a new activity for you. It's called 'geocaching' when people who don't ride motorcycles do it. We're calling it MOCaching because you're supposed to find them while riding your moto. Thanks to the efforts of two club members, Ed Fitzwater and Rick Matisak, there are three caches set. Finding them and signing the roster enclosed within will get you two Mocal points.

There's a bit of fun also in that the caches have various articles placed there by Ed and Rick. The rule is you can take something from the cache, but you have to leave something, too. Don't have a GPS. No worry, mate. We have orienteering instructions for you. Just get out that compass and a map and you're ready for the hunt.

We have identified the caches as EF#1 and EF#2 for those that Ed hid. RM#1 was placed by Rick.

EF#1 - GPS location N 41 07 611, W 82 13 051

Orienteering hints: Go to a state park located two miles south of a city where the painter of "The Spirit of 1776" lived. In this park, at the boat ramp parking area, find a stone drinking fountain. From this fountain take a compass bearing of 214 degrees (SSW). 464 feet away on that line you will find a restroom/water sign (across from the bridge). From this sign take a compass bearing of 225 degrees (SW). The lone pine you see on that bearing is the MOCache (about 475 feet away).

EF#2 - GPS location N 40 36 867, W 82 17 978

Orienteering hints: In a state park/forest named for a native American tribe 80 miles SW of Cleveland, find the covered bridge in this park. From the bridge take the park road NNE. It is just about a one mile ride to the stop sign at the top of the hill. Go straight through the intersection 40 feet and turn right (east). The Vista Point parking area is about 300 feet. Total distance from the covered bridge is slightly less than 1/4 mile. In the parking area, find the emergency vehicle parking sign. From the sign, take a compass reading of 175 degrees (S). Walking on this line 50 paces brings you to a small hemlock tree. Continue past the tree on that line 26 more paces. You should be standing at the foot of a fallen tree. From this spot, a compass bearing of 180 degrees will point to a tree 20 more paces away. The back or south side of this tree is painted with a red spot. Look to the base of this tree and you have found it.

RM#1 - GPS location N 41 28 059, W 81 49 882

Orienteering clues: In the Rocky River Reservation, find the scenic overlook/picnic area named for two former directors of the Cleveland Metro Parks. At the west end of the parking lot, starting from the "Mutt Mitt Station", take a bearing of 280 degrees, follow the gravel path about 1/10 mile to the scenic overlook. At the overlook follow the path to the right of the fence bearing 280 degrees about 30 paces to a crossing path. At the crossing path turn right bearing 330 degrees another 30 paces, look to the right and find the grouping of three rather skinny trees. From the third tree, furthest from the path, take a bearing of 115 degrees along the somewhat obscure path about 40 paces to a group of pine trees on the left. The cache is between the trees.

Leading a group to the cache will get you another three points, the riders following one. Good luck! ■

The Corner Market

FOR SALE:

1989 K100RS, 29,500 miles, $4,500.
Call Steve Frederick at 440-942-0565

ACCESSORIES FOR SALE:

Joe Rocket summer mesh jacket, used 3 times - $100

Nady driver/passenger communicator, 1 season of use - $50

BMW battery charger, 9 yrs. old - $40

Heated Vest, 9 yrs. old - $40
Winter gloves, size M - $10
Winter gloves, size S - $10
Chaps, size L - $10
Chaps, size M - $10
Tie down fixtures for K100 - $20
Tie down straps, new - $15
Tie down net - $5

Call Roger Warren, 440-238-9397